

value than to be treated as refuse, especially here, where everything is worked into the needful. The farmers, I expect, are not over anxious to adopt Sir Robert's golden maxim—"to grow two blades where one grew before." We must see about us, however, and glance at what is doing here in our own more particular department, and record some of the changes. We fear too much water—not being desirous to claim acquaintance with "Sir Grampus Rheumatism."

First and foremost, then:—There is now a probability of a fitting entrance being formed to the Derby Arboretum, a new street being made through some nursery grounds (which are laid out for building), from the Osmaston-road and up to the arboretum fence. This opens a direct communication to the Midland station; and was much needed. The committee have purchased a plot of land fronting the street for a lodge, but their funds will not permit of further outlay this summer. It is hoped that this lodge will be worthy the place to which it leads, and that the head and arm to effect this will not be stunted to a few pounds. The new refreshment room and gardener's dwelling are just completed, and will be a great comfort in showery weather. These grounds should be thrown open twice a week (exclusive of Sunday), gratuitously, instead of only on Wednesday.

The new works to the additions to the "Infirmary" are nearly closed: it now makes a large pile, but the contemplation of it does not fill one with pleasant emotions, although we cannot but rejoice that there is such a refuge for unfortunate suffering humanity: it is supplied with the most skilful surgeons and physicians that Derby can produce, and is said to be altogether well managed.

The new church of St. Paul, Little Chester, Derby, is now completed, the stone boundary wall erected, and the ground laid out with laurel and other evergreens. A writer in a local journal objects to this, and would have substituted some of the decorations of our village churchyards,—thinking it too much of a "nursery ground affair." As the church is very low, the landscape gardener could have attempted else than the present arrangement, unless, little indeed, he had hid the church entirely from view. Perhaps this was what the correspondent wished: if so, he should undoubtedly have spoken earlier, and stopped its erection. The day of consecration is not far distant, though not yet named: we trust the good bishop's olfactory nerves will not sustain a shock from the horrid stench arising from some black ditches, &c., surrounding the edifice, and which have caused many of the workmen to leave during the progress of the building. The "Sanitary Rummager," with his "new broom," is sadly wanted in this locality: everything is against cleanliness: a worse site for a church could not be found. It is hoped they will not increase the insalubrity by the rash interment around it of the departed: this would be "carrying coals to Newcastle" with a vengeance.

A general cemetery is much required at Derby. We cannot comprehend where all who have died in Derby within the last five years can be stowed away. Every grave-yard seems overflowing, and yet they are opening their jaws for more. Truly they must be elastic—a sort of India-rubber affair, which can distend itself monstrously till emptied. The dissenters are wise; they have a cemetery of their own—a clean, wholesome resting-place,—and more than that, they will allow churchmen to be buried there. A new resting-place for the church has been on the tapis for some time, but the scheme is not watered enough to make it bloom, much less to bear fruit. Let us urge it on. The time cometh when no man can work, and it is not with pestilence at the door that we are to provide receptacles for its victims—at all events suitable receptacles—receptacles which might prevent their pestilential visits from ever occurring. "Up, while it is day."

The new diocesan training school for females has been commenced. The site is on the Uttoxeter road, near the descending burial place, which it overlooks. It will be a large building,—cost about 7,000*l*. Mr. Stevens is the architect; Mr. G. Thompson the contractor.—Two large school-rooms have been built on ground at the back of Trinity Church,

forming wings to the old school. The new ones are capable of accommodating a large number, and were sadly wanted. Mr. E. Thompson, builder, was both architect and contractor. New schools are just commencing on the Burton-road, in connection with Christ Church; these also were much needed, the present accommodation being very inefficient.

The restoration and enlargement of St. Werburgh's Church, the body of which is classical and the tower Gothic, is to be proceeded with immediately, tenders having been delivered and the builder appointed; Mr. Stevens, architect. A new clock is being fixed in the Tower of St. Alkmund's Church. The utility of this is not very manifest, as there is an excellent chiming and striking clock at All Saints, almost within a stone's cast. Poor St. Michael's Church—between the two above—still drags its slow length along, or rather, is still suffered to combat the wind and hail. The demolition of the building, and the erection of a new church at a distant part of the parish, is much required: this, with the throwing a yard or two of its site into Queen-street, which is very narrow at this point, would be a great improvement.

A large quantity of land, near the station, has been laid out, roads formed, and sewers laid in, for building plots: some are already sold. A large tract of land, in a splendid situation near the railway, has also been prepared for the market, for the erection of villa and other residences; also many acres, in a different portion, are now in the surveyor's hand—to turn out for the market: this is also mainly destined for villas. Together, somewhere near a thousand houses will be provided for. A busy building season is just commencing: the duty of bricks will give spirit; and the brick-yards are, in consequence, in full operation.

Some acres of ground have been purchased by the railway company, half-a-mile from the Derby station, for the purpose of forming an "empty carriage depot," the station, large as it is, being overcrowded. Two large factories are also about being erected near the Abbey-road.

A glance at the *Derby Mercury* turns our attention at once to "sanitary measures." We find there that "model cottages for the industrial classes," are not abandoned,—for there is a notice in it describing some plans "that have been proposed," to use their own words, "for the purposes of providing for the better accommodation of the inhabitants of the crowded and ill-built courts and alleys of the town. The author, Mr. Wigginton, architect, of Derby, has entered earnestly into the subject, and produced a building which will answer every purpose for which it is intended." Then follows a description of the building which is to contain distinct dwellings for forty-two families, is to be of three stories, of the external gallery system, perfectly fire proof (Dr. Fox's patent), and to have every essential comfort. The *Mercury* continues:—"Knowing the necessity of sanitary reform, we trust that Mr. Wigginton's efforts may be crowned with success. The support already given by influential parties augurs well." It is well indeed to have some earnest champion among the provincial press. Let us hope that the *Mercury* will not cease its outpourings until complete sanitary reform is effected. Neither let individuals cease their exertions. "Many little make a muckle."

The water company, an essential portion of sanitary measures, is expected to be in active operation by the fall of the leaf, the works having to be completed by July. This will be a great boon, especially if the constant supply system be adopted. If this be not intended, let the company pause before putting the town to an expense of cisterns, &c., thereby nullifying the advantages to the poor, those who need water—pure water—most.

Appropos of sanitary measures—the Corporation of Derby have recommended the removal of slaughter-houses, and their pestiferous abominations, to the "Holmes," a large vacant space wholly surrounded by the terminus and the canal, and of easy access to the cattle market. The only use to which this large field is put at present is for cricket ground, a finer site for which is readily found elsewhere. The corporation authorised a new bridge to be made, but will not go to any extra expense at present.

This is, however, a good step, and is a sign of progression, and that sight is always welcome, being the forerunner of more grand and vigorous steps in future.

Baths and washhouses are about being erected: this step has been mooted for some time, and is sadly wanted; also some lodging-houses for the low paid and for the poorer travellers. These have the support of the mayor, who is warmly interested in the sanitary state of the town, and very anxious to urge on the sanitary movement in any way. May he have the support needed, then his mayoralty will be blest to thousands. But our day is just finished, the last train has whistled.

RAILWAY JOTTINGS.

THE works of the Great Northern line from London to Peterborough, to be opened in July next, are in a state of forwardness: they are partly prepared for the reception of four ways. The bridges, embankments, &c., forming the heavy part of the works, are mostly in this state. The whole of the land to Peterborough is purchased for four ways. The North Mimms-tunnel, the longest on the line, is bricked through from end to end, and partly ballasted. All the other tunnels on Mr. Brassey's contract, except one, are not far from completion. —The *American Miner's Journal* complains that five explosions of locomotive engines have occurred in the States in one year, and recommends, among other preventive measures, that every engine driver be provided with or obliged to purchase some standard publication on the duties of his employment. Those companies, it remarks, who furnish their engine drivers with suitable books and other means of information are amply repaid in the greater skill and more faithful performance of duty in those thus supplied with the means of knowledge. Explosions of steam-ship and locomotive boilers are certainly alarmingly frequent in America, but in congratulating ourselves on our comparative exemption, let us not forget that of late—indeed within not many months—there have been no less than three explosions of locomotive boilers, besides not a few explosions of other steam boilers, in this country also. —Cheap railway excursionists are now on the qui vive for the coming summer season. Amongst excursions already projected is one to Paris and back, in which third-class passengers are tempted with a prospect of all the sights of the grand metropolis of fashionable revolutions—in politeness as in politics, in gentlemanly habiliments as in social frame-work,—and besides all else, with a view of Waterloo and other notables to boot, the whole to be sold at the certainly low charge of thirty-seven shillings and sixpence—less than last year's cheap excursion merely to our own northern metropolis. Another excursion from Birmingham to Exeter, at a half-penny a-mile has been announced, and one from Bristol to Birmingham—181 miles for 7*s*. —A somewhat singular trial is about to take place between Government and the railway interest. The moving parties are the Railway Commissioners and the London and North-Western Company. The Commissioners contend for the right, by statute, of sending troops by rail at the regulated price of 1*d*. a-mile, by express trains. The Company deny this right, on the ground that such an interpretation of the act is unjust, and contrary to the spirit of the clause, and would destroy express trains altogether. —Mr. Lardner estimates that a railway train, going at the rate of 75 miles an hour, has a velocity of one-fourth that of a cannon-ball; and that the momentum of such a mass moving at such a speed is equivalent to the aggregate force of a number of cannon-balls equal to one-fourth of its own weight.

COATING FOR CAST-IRON.—Mr. W. Wyatt, of Oldswinford, has patented a glaze,—three parts, by weight, of white-lead, or one part red, or two white, to two borax, and one calcined flint, to be fused, run into water, and ground in a glaze mill to the consistency of cream. The article coated, is to be placed in a kiln—no part of the glaze furnaces exposed to flame or sulphur—and heated till the glaze melts.